

Daily Edmonton Bulletin.

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WEDNESDAY, SEPTEMBER 2ND, '03.

FROM OTTAWA

Bulletin Correspondence.

"It has put back government ownership for fifty years" was one of the charges made by Mr. Borden against the government's Grand Trunk Pacific railway policy, and is a sample of the wilfulness of statement which has characterized the opposition to that policy both in parliament and press. Mr. Borden did not follow up his attack by himself declaring for government ownership. The statement was merely made to catch the ear of advocates of government ownership without committing the leader of the opposition or his party to that policy, a sample of political pettifoggery which cannot appeal to an intelligent country. An attitude which it is well to compare with that of the government towards this same principle, on this very project.

Nothing could be further from the truth than that the government's Grand Trunk Pacific proposition has set back the policy of government ownership of railways. On the contrary, it marks a distinct advance in a specific policy of government ownership and control of railways. The Grand Trunk Pacific proposals must be considered in connection with the provisions of the railway commission bill introduced and passed at this session of parliament, which lays down the principle of, and provides machinery for, controlling the railways of the country in the interest of the people as had never hitherto been thought of in Canada. Up to the present time a provision for government control had but little meaning, for the control was almost solely exercised in adjusting disputes between rival railway companies. The idea was that railway questions should be dealt with from a railway standpoint. But under the commission bill railway questions will be dealt with from the standpoint of the public interest and requirements. So that now when reference is made to public control of railways, actual and not merely nominal control is meant. So much for railways generally and for the provisions of the Grand Trunk Pacific charter for government control of rates, running rights, etc.

As for the Grand Trunk Pacific itself, one-half of its total length, from Moncton to Winnipeg, is built and owned absolutely by the government as completely as is the Intercolonial railway. Surely the building of 1,800 miles of railway, the absolute property of the government, is not an abandonment of the principle of government ownership. It is true that this part of the road is to be rented to and operated by the Grand Trunk Pacific, but the very fact of the Grand Trunk Pacific paying rent to the government, establishes beyond question the government ownership of the road. Ownership means control in all ordinary cases, but in the present case special provision is made for government control of rates, for government control of running rights to be allowed other companies, and an agreement as to equal rates on all traffic to Canadian as compared with United States ports. If the company defaults in the rental or fails in carrying out any of its agreements, the government as absolute owner is necessarily privileged to terminate the lease, and is then in a position to take such other course or make such other arrangements as may seem good.

To the question as to why the government, having built the road, does not operate it, the reply is that the experience of Canada in operating the Intercolonial railway, so put it mildly, does not establish the advisability of government operation. This is markedly true under the late government, and it is true to a lesser degree under the present government. There are disadvantages necessarily attaching to government operation of a railway, which are avoided in operation by a company, and as well there are advantages as compared with government ownership of a railway, aside from operation, as compared with corporation ownership. In the case of government ownership there are no fixed charges to be borne except interest on the actual cost of the road. But in the case of a corporation owned railway there is a natural tendency to base the rates on "all the traffic will bear" and as the earning power increases

through increase of traffic, to increase the capitalization beyond the actual cost of the road sufficiently to take up those earnings at an ordinary rate of dividend. The Canadian Pacific, which, roughly speaking, cost one hundred millions of dollars, which was bonused by the people of Canada, roughly speaking, to the amount of one hundred million dollars; this year has a surplus of five millions out of earnings after paying running expenses and interest at from four to five per cent. on two hundred millions of fixed charges. This money is earned or taken from the people of Canada for services rendered and there is still no indication of a decrease of rates; nor can the government step in to compel such decrease, owing to a special provision in the original C. P. R. charter. As the case stands the country pays interest directly on the hundred millions which it gave to the railway, and indirectly in rates on the two hundred millions of extra capitalization; so that under the corporation ownership system as applied to the C. P. R., Canada is paying interest on three hundred millions of dollars on account of a road which cost one hundred millions. This is the evil of corporate ownership, and this is the evil which is absolutely avoided in regard to the eastern section of the Grand Trunk Pacific scheme by its being owned absolutely by the government.

But the argument may very fairly be made: Why, if it was sound public policy for the government to build and own the eastern section of the Grand Trunk Pacific, was it not equally sound policy for it to absolutely own the western section; instead of assuming a large responsibility in respect of a railway which is afterward absolutely owned by a corporation. Had the people of Canada been agreed on the question of government ownership of railways, there could be only one answer to that question; namely, that the same course which was followed in regard to the eastern section should be applied to the western section. But unfortunately, there are too many of the people of Canada of like opinion with the leader of the opposition. For good or bad reason they are not in favor of government ownership, basing their opinion chiefly on the result of the amangement of the Intercolonial under the late government. There are special reasons why the railway from Quebec to Winnipeg should be owned by the government, which reasons do not apply to the section of the road from Winnipeg to the Pacific. The country between Winnipeg and Quebec is not and never will be a producing country to the same degree that the country west of Winnipeg will. Railroads west of Winnipeg are collectors of traffic, but a road from Winnipeg east is chiefly a carrier of traffic. That being the case, while there is room for a number of railways in the west, there is not room for such a number in the east; and in fact, all things considered, it may fairly be said that at present and for many years to come there is only room for one. If, then, there is any room for one, that one should be the eastern outlet for the only one of the railroads west of Winnipeg which desire to use it. This object could only be absolutely and satisfactorily attained by the government owning the road.

There being room and need for a number of railways from Winnipeg west, these railways being creators as well as collectors of traffic, there was not the same reason for the government absolutely owning any one of them, as there was for its owning the only one from Winnipeg east. A government owned railway from Winnipeg to the coast would not supply the requirements of that country, which must be met by a number of lines. One government line might, and no doubt would, have a wholesome effect in controlling rates on all lines, but it is believed that a like result can be achieved to a greater degree at far less cost by adopting the principle of assistance by guarantee of bonds and maintenance of control of rates.

Continued on page three.

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just to hand and now on Sale at Prices that will induce you to buy.

Modern Business Methods know of no better time to clear up Stocks than between seasons, besides, we have the New Goods to select from,

Clothing Bargains

are being advertised every where, some are legitimate some are false.

Do a little shopping and see for yourself and you will not need to be told which is which and you might not notice the poor linings in some suits and coarse trimmings in others. All the points we see at once because it is our business to see them. You will see them also after you have worn the clothing for a time but then it will be too late.

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Men's Suits at all prices and many different varieties.

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Odd Pants, odd Vests, and odd Coats in an endless variety.

For Boot and Shoe Specialties and Fresh Groceries you want to come to

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McDougall & Secord's Store News.

The Store of the Town

A Short Talk About Clothing!



In Men's Clothing as well as all other lines of merchandise there are different grades and values. The clothing of twenty years ago cannot be compared with that which is made today, the style, finish and general make up is much better in every respect and prices are more moderate.

The ready-made suit of today is as highly finished as any Tailor can turn out and perhaps better.

But when we say higher we don't mean price. The clothing we handle is the best obtainable in the Canadian market.

We have seven different maker's goods in our stock, but when it comes to the finish and wearing qualities we recommend our "PICCADILLY" suits in every case.

Our Stout Men's Suits should be of interest to every man that is in the stout order.

Remember our Clothing gives satisfaction or we refund the money cheerfully.

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Heavy Shipments Received This Week.

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Popular Shades in Tweeds and Homespuns at \$3.50 to \$7.00

OUR SPECIAL

Is a Navy Serge Skirt at \$3.50.

This is made of a good all-wool serge and well lined throughout.

The material alone is well worth the price of the skirt. Secure One While They Last.

Another Shipment of Fall Jackets Opened This Week.

52 Bales of Staple Dry Goods also being opened up this week.

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Odds and ends gathered from such a week of selling as we had during our **GREAT SALE WEEK**. In many lines of our Dry Goods Department we are now disregarding our previous selling prices and original costs, so if you overlook this gilt edge opportunity you will miss one of the most extraordinary sale events of the season.

BLEACHED and LOOM TABLE DAMASKS,
TABLE COVERS and NAPKINS,
FABRICS.

Give us an opportunity to help you to save money on your purchases.

REVILLON FRERES.

Continued From Page Two.

In the case of the line west of Winnipeg, the provisions of the guarantee are such as to absolutely prevent over-capitalization. The government guarantees interest on only three-fourths of the cost; therefore, the government must know what the cost is. For this guarantee it holds a mortgage on the whole of the road and rolling stock besides, to the amount of twenty millions. If the interest is not paid, the mortgage may be foreclosed and the road and rolling stock become absolutely government property. In this way it is calculated that while there is no small addition to the financial burdens of the country, the curse of over capitalization is prevented, and the west will have all the advantages of progressive and energetic railway expansion and management with rates based upon the "cost of haul," with all the fixed charges, instead of on "all the traffic will bear." This can be achieved, as is certainly can be achieved if the terms of the bargain are carried out in good faith by the company and the government, or if in case of bad faith on the part of the company the government insists upon its rights under the bargain—the railway question in Canada has made an advance towards government ownership and control in connection with the Grand Trunk Pacific bargain such as would not have occurred a year ago, such as the leader of the opposition or any of his followers never suggested, such as will be to the very great advantage of Canada both east and west. Government ownership and company operation is an experiment, but in view of our experience with the Intercolonial on the one hand and the C. P. R. on the other, it seems to disclose the most probably satisfactory solution of the transportation problem in Canada at the present time at the lowest possible cost.

To the large majority of the people of Canada it does not at present favor government ownership, the question of financial liability appeals strongly. The actual cost of the road from Winnipeg to Port Simpson is estimated at \$13, to 200 miles on the prairie section of 1,000 miles, and \$30,000 a mile on the mountain section of 500 miles. In all, figures, thirty millions, to which must be added rolling stock, say twenty millions, or fifty millions in all. This would be a direct liability on the people of Canada, which they would be apt to be interested whether it was or was not. By the arrangement entered into with the Grand Trunk Pacific, that company provides seven and one half millions, or one-fourth of

the cost of the road, and the total cost of the rolling stock, twenty-seven and a half millions in all; which it mortgages to the country as security for the payment of interest on the twenty-two and a half millions, or three-fourths of the cost, upon which the government has guaranteed interest. As a result of the agreement with the Grand Trunk Pacific the country gets the rolling stock with rolling stock worth fifty millions, by guaranteeing interest on twenty-two and a half millions, and holds the whole fifty millions as security against having to pay any portion of the guarantee.

Not only so, but the Grand Trunk Pacific agrees to pay three per cent. interest on the cost of the government owned line from Winnipeg to Moncton. The line from Winnipeg to Port Simpson is fifty millions at least, and would mean an annual interest burden on the taxpayers of Canada, of one and one half millions a year, or a total of three millions a year if the whole road from Moncton to Port Simpson were built and provided with rolling stock by the government. By the present arrangement this burden will be carried by the traffic using the road instead of by the taxpayers at large, and remove the great objection which the present taxpayers of Canada—would mean almost directly affected by the railway—would naturally have to the project as a government road.

While the project does not hold out the hope that traffic will be carried at rates irrespective of interest on the cost of the road, as has been the system on the Intercolonial; it does provide that rates shall not be fixed to earn more than a three per cent. interest on the original cost of the road. The people of the west who need and will use the road, get the full legitimate advantage of government ownership, with expert corporation management under conditions of active competition, while the country is at no loss beyond the seven years' interest on their guarantee on the mountain section, and pay ten years interest on the cost of the eastern section, or a total of 12 to 15 millions.

The Great difference between the Grand Trunk Pacific bargain and complete government ownership and operation, is that under this bargain the taxpayers and consumers who furnish the traffic for the railway, pay the interest on the cost in rates; while under government ownership and operation the country at large might pay that interest. But it is safe to say that not now, nor for many years, would a majority of Canadian taxpayers sanction a scheme of transcontinental railway

road construction, under which they would be saddled with the interest on the cost as well as take risks of loss in operation. To wait for a scheme of government ownership and operation would be to continue existing western conditions indefinitely, and although those conditions have already been greatly relieved by the construction of the Canadian Northern, the west must have competing outlets to both oceans, as well as effective competition throughout its extent if it is ever to reach the pitch of prosperity which nature designed and which the people are fittest and anxious to achieve.

METHODIST CHURCH.
 Sunday services, 11 a. m. and 7 p. m.
 8 p. m.
 M. Y. M. club, open every evening;
 service Sunday afternoon.
 Epworth League, Monday 8 p. m.
 Prayer Meeting, Wednesday, 8 p. m.
 All strangers are cordially welcome
 to any and all services.
 REV. C. H. HUESTIS, M. A.,
 Pastor.

Regular services, Lord's Day, morning 11; evening 7.
Sunday School and Bible Class, 8 a.m.
Prayer Meeting, Wednesday, 8 p.m.
Ladies' Aid Society, first Tuesday in each month, at 8 p.m.
Y. P. S. C. E. 8 p.m., Mondays.
All seats free and strangers cordially welcomed.

Sunday services at 11 a. m. and 7 p. m.
 Sunday school and Bible class at
 8 p. m.
 Prayer meeting, Wednesday night
 at 8 p. m.
 Y. P. Union, Friday, at 8 p. m.
 Strangers cordially invited.
 A. M. McDONALD, B. A.,
 Pastor.

German Lutheran Church services
will be held every Sunday evening at
8.30 in the Gariopy & Lessard building.
GUSTAV POENSGEN.
Pastor.

Parish of All Saints.
Sunday morning Prayer, 11 a. m.
Sunday evening Prayer, 7 p. m.
Holy Communion 1st and 3rd Sunday
in the month of 11 a. m. and 7 p. m.

Sunday at 8.30 a. m.
Sunday, school 3 p. m.
Wednesday's service 8 p. m.
All Seats Free. The Rector will be
glad to meet any strangers or new-
comers at the close of any service or
at any other time.

Every Sunday and feast of obligation, First mass at 8 a. m.; Solemn High Mass at 10.30 a. m.; Vespers and benediction of the blessed sacrament at 7 p. m. Sunday school at 3 p. m. Sermon morning and evening, alternately in French and English, and occasionally in Rutheno-Galician and Cree languages.

Every day of the week masses are celebrated at the convent, the General Hospital and the maternity Hospital at 8 a. m. Every Thursday solemn benediction of the blessed sacrament at 7.30 p. m.

Every first Friday of the month, mass at 8 a. m., Exposition of the Blessed Sacrament the whole day and benediction at 7.30 p. m.

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— *Continued*

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The Edmonton Sausagemaker.

Meats of all kinds. Specialty in Fine Domestic and Foreign Sausages.
Highest market price paid for Cattle, Hogs, Sheep, Poultry, etc. etc.

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BOARD OF TRADE

Special Meeting Held Yesterday—Important Business Transacted.

A special meeting of the Board of Trade was held in the secretary's office at 10.30 a.m. yesterday.

The following letter was read:

F. F. Tims, Esq.,
Sec. Board of Trade,
Edmonton.

Dear Sir:—I am in receipt of a communication from secretary of Commission appointed to enquire into the alleged lumber combine in Manitoba and the Northwest Territories and under instructions of council have written him in reply, asking him if a sitting at Edmonton has been arranged for. I am also instructed to advise you and request that you will find out what grievances exist here, and if any evidence can be obtained, so that we may be prepared to state our case if opportunity is afforded us.

Yours Truly,

GEORGE KINNAIRD,
Secretary-Treasurer.

After an extended discussion the following motion by J. B. Morris and C. W. Strath was unanimously carried:—
"That letter from the Edmonton Secretary-Treasurer be published, and all persons having a grievance will please notify the secretary of the Board of Trade not later than Tuesday, September 8th, in order that the Board of Trade may arrange, if necessary, for the secretary of Commission to visit Edmonton."

Then followed a long discussion on the establishing of a military depot at Edmonton. In order to strengthen the hands of our representative at Ottawa, the following motion by J. B. Morris and H. C. Taylor was unanimously carried:—
"That Mr. Oliver be communicated with in reference to establishing military post at Edmonton. The Edmonton Board of Trade regard this question as being of the utmost importance to the town, and feel that it should have the best support of Mr. Oliver without delay."

The meeting then adjourned.

VITAL STATISTICS

The following is the vital statistics report for the month of August in the electoral district of Edmonton as recorded in the office of the registrar:

Marriages 12

Births 128

Deaths 12

MCNICOLL INTERVIEWED

Calgary Herald.
D. McNicoll, general manager of the C. P. R. and party, arrived on Friday night from Edmonton and our representative called over at the car, where he was received by Mr. McNicoll and Mr. Leonard, who were pleased with their tour of inspection.

When asked about the conditions north, Mr. McNicoll said that everything looked very promising, and with good weather there ought to be wonderful results to the people. In many places the oats were being cut, and in other places it was fast getting ready. At Strathcona they looked over the site for the new bridge. Having a charter to build over a high level bridge, Mr. McNicoll thought the people could guess after that what the C. P. R. would do.

John H. Holifort, an ex-member of the North-West Mounted Police, has also come to guess after that what the C. P. R. would do.

FRATERNAL SOCIETIES

SONS OF SCOTLAND BENEFIT SOCIETY

Meets in Houston's Hall first Friday in each month at 8 p.m. Visiting brethren are cordially invited. C. Nairn, Chief; Geo. Sandil, Secretary.

K. O. T. M.

Edmonton Tent, K. O. T. M. meets every first and third Thursday evening at 8 o'clock in Houston's Hall. Visiting brethren cordially invited. Wm. A. Davy, Com.; Jeremiah Watson, R.E.

SONS OF ENGLAND BENEFIT SOCIETY

Lodge Edmonton, No. 255. Meets in Houston's Hall first and third Monday in the month at 8 p.m. Visiting brethren cordially invited. J. A. F. Hallier, P. O. Engel, Secretary.

INDEPENDENT ORDER FORESTERS

Court Edmonton, No. 1346, meets on the first Tuesday in each month in Gariepy's Hall at 8.30 p.m.
R. G. Haskell, Phillip Umbach, Rec. Sec. Chief Ranger.

WOODMEN OF THE WORLD

Edmonton Camp, No. 755, meets every 2nd and 4th Tuesday evenings in Houston's Hall. Visitors are especially invited.
R. KENNETH Clerk.

CARPENTERS' UNION No. 1325

Meets every Friday at 7.15 p.m. in Gariepy's Hall.

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LOYAL ORANGE LODGE

No. 1794 meets in Houston's Hall the second and fourth Monday in each month. Visiting members cordially welcomed. A. B. Haines, R. & J. P. Forbes, W. M.

ANCIENT ORDER OF FORESTERS

The Ancient Order of Foresters Court Beaver House, No. 7866, meets in Houston's Hall first and third Tuesdays. Visitors are invited.
R. KENNETH, Secretary.

I. O. O. F.

Friendship lodge, No. 7, Independent Order of Oddfellows, meets Wednesday evening at 8 p.m. in Houston's Hall, Main street. Visiting brethren cordially welcomed.
W. J. Reid, B.S.; A. E. May, N.G.

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We do a general feed business having room for over 100 head of horses. We are prepared to offer the public first-class accommodation at 25c per day per head for hay and 50c per day per head for hay and oats.

Special attention given to board horses.

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MRS. BESSIE PHILLIPS gives lessons on the Piano, Organ and Violin.
Pupils taken through the Vienna Conservatorium Course, 5th Street, West.

MRS. HENRY, certified teacher of Toronto Conservatory of Music, will receive pupils for study of Piano, Organ and theory.
Pupils prepared for examination at the Conservatory of music.

In from 3 to 5 Fridays and after 7 Tuesday evenings at Mrs. A. C. Chisholm.

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CRAB APPLES.

APPLES, Etc. Etc.

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—the searchlight of criticism—that is turned up a man by his friends when he dons a new suit, the garments must appear perfect in every particular or he will be told that he has been badly stuck.

If you favor us with the order, the garments will be as though moulded to your form. We do

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Phone 152. Opp. Grand View Hotel

CITY DAIRY.

Pure Milk and Cream delivered to any part of the town. Customers will favor us by a card to P. O. Box 285, when immediate attention will be given.

CITY DAIRY.

J. W. GUILD,

Manager.

JAS. E. WIZE,

Architect.

Opposite P. O., Edmonton, Alta.

Kindergarten School.

The above school will reopen on Monday, August 17th, at 9.30 in All Saints' schoolroom.

Primary class in the afternoon.

For information as to terms, etc., apply to Miss Lynch.

COAL

When you want Humberstone's coal phone or call on

FORBES and McDONALD.

Phone 199. Market Block.

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